Statement from Joanna Walton

Alone:

South Daytona, FL 32119

Wednesday, March 6, 2002 Flagler Airport Estimated Time 11:45 am

Winds: about 060-10 knots

My student and I were about to roll onto the active runway (6), when we heard on the radio:-

"Mayday, Mayday......this is an actual emergency....clear the runway at Flagler......I have no control of my ailerons......Oh my God.....Oh my God....."

The mike was on all the way down and you could hear him making efforts to try to control the aircraft.

At the start of the radio transmission, we stopped the aircraft and turned the aircraft to exit the runway. As we turned we saw the aircraft at about 200 - 300 feet above the runway, in a left hand bank (about 30 degree bank, which increased as he got closer to the ground). It was about 90 degree bank, nose down, when it disappeared behind the tree line, about 100 feet away. I noticed that when the aircraft was banking, that one of the left wing surface controls were deflected down. We taxied back to the ramp and I saw the fusalage of the aircraft....it seemed like it was hanging from a tree.

During the time I saw the aircraft, I did not notice any use of power. His airspeed did not seem too excessive. From when we first saw the aircraft, if the pilot had normal use of his controls, he would have been able to land on a runway, or the grass close by.

downed * Serve path of aircraft.

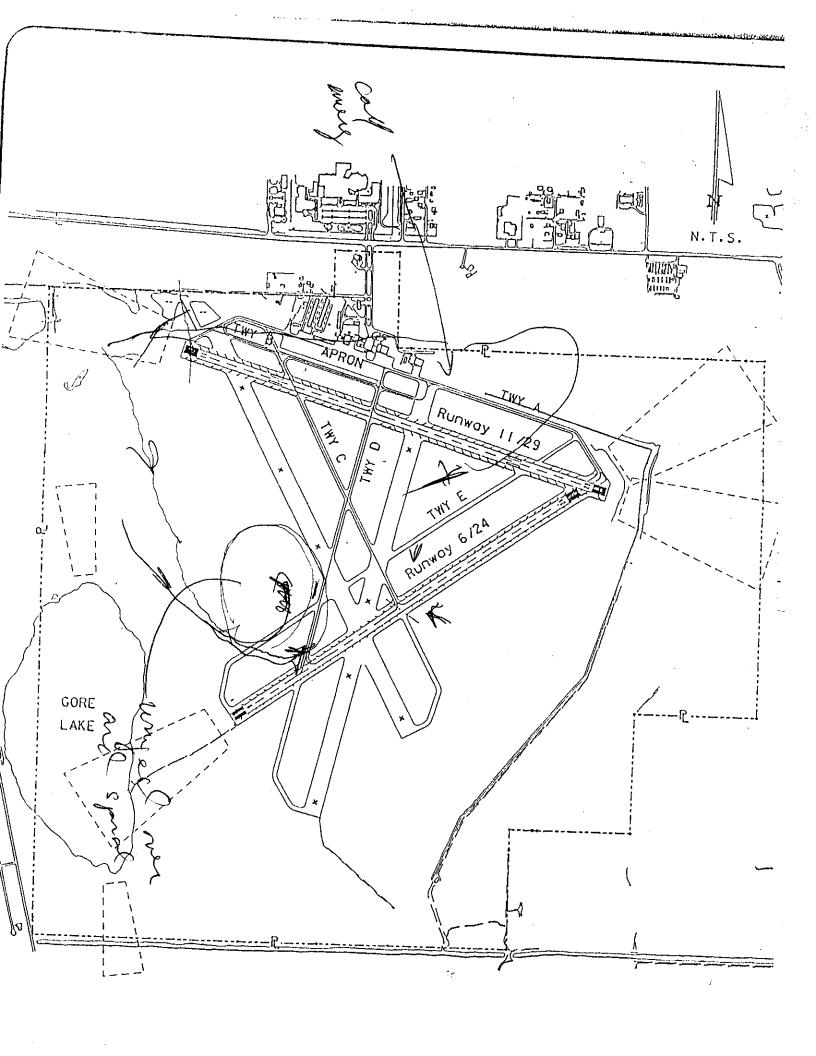
Simular aircraft

PIC Jenna Walten

Samuel Hopkins Jolliffe I Siseculity

Joang hadjust ealled that we were taxing to position hold for Runway 6. At the point that the bannel tow Plane said his call. Sign and have an emergency", we were just about to approach the displaced threshold of runnay 6. The Rascins radio calls on Flagler traffic CTAF had to do with with the air Claft on the field and in the Pattern that were confused as to whether or not to land. The calls from the aircraft in distress during the same time period were the callsian and "Emergency" on one of those calls he said "The lost my ailerans", of those several calls during that period I remember that one as the only one that was different, His other calls during that time were his callsign and "emergency" It was after this that we easy't sight of the air Eraft. The total time From the first eallout until ove caught sight was not more than four minutes and likely less. I saw the plane in distress when it was at a Point over two pen field of the airport above the taxiway and circling to tho left. On the radio I heard the banner plane as it was Over the trees and the Pilot was sturggling with the air Klaft as exidenced by his voice, not words but grounsanderies. As the aircraft went over the trees, Isam the plane at an angle at which I could fell that the flaps were full down. The plane mas at an attitude that allowed me to see the whole top area of the ming, the left wing being the low one. From this view I can recall that I noticed no discolorations or wisible damage, and trat the plane was a minilla color. When the aircraftentered the trees I did not see many trees or busings being disturbed entil the plane reached the point that it halted at. Taxing back on the Taximay to the FBO area Isam throughline of the plane in the flees in the same approximate attitude that I saw ir in theail, with its left wing tilted and the plane was coright. This area that the plane has in has North of the taximay which we were on. I did not notice smoke of flames at any point.

0. Avil I 3-7-02 Phone-



(Ref # for Internal Use Only)

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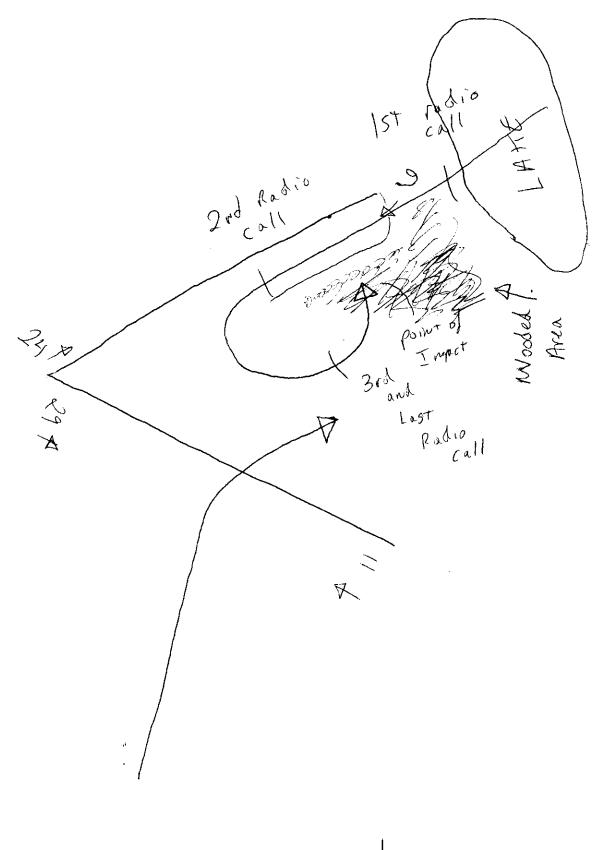
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(23) What was learned? (Describe)	
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(26) Near Midair Collision (NMAC)/Air Traf Mark Passage of aircraft relative to you, in plane the center of each diagarm.	e on the left and in elevation on the right, assuming YOU are at
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C/IP Signature:	Student Signature:
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(Ref # for Internal Use Only)

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Memorandum

To: Grant Brophy

From: Simon L. Gretsch, IP 239

Date: March 6th, 2002

Subject: Aircraft Accident Statement

Dear Mr. Brophy:

This is to serve as my statement for the accident that my student and I witnessed today at Flagler Airport. My student and I were in aircraft N421ER and we had this aircraft from 1030 to 1230. We departed Daytona at approximately 1045 on an "ocean north" departure, and flew along the coast to the north practice area to do our training maneuvers.

After completing our maneuvers in the north practice area, we decided to fly south to Flagler Airport to practice various landings in the traffic pattern there. At the time, the active runway at Flagler was 6, with left hand traffic.

We approached this traffic pattern at Flagler airport from the north, and we started our pattern entry by flying directly over the weigh station near the airport on I-95, thus joining the pattern from the standard 45 degree angle.

As we flew over the weight station, we heard the 1st radio call from the bannar towing aircraft. The pilot indicated that he was on final for his bannar pickup north of runway 6. We continued approaching the pattern on our 45, and it was a few seconds later that we heard the 2nd radio call from the bannar towing aircraft. It was in this 2nd radio call that the pilot began announcing his emergency.

Immediately following this second call from the bannar towing aircraft, I caught sight of him at the end of his short final. As he continued from his final to his upwind, he appeared to be climbing and also beginning a left turn towards a tight downwind.

At this time, we had just joined the downwind leg from our 45, and were just past the midfield point. I continued to watch the bannar towing aircraft as it continued its left turn, and I noticed that its bank angle was becoming steeper as the pilot was evidently losing control of his aircraft. It was here that the pilot gave his final radio call. The inflection in the pilot's voice had risen considerably now, and I saw that his aircraft was in a nearly vertical left bank. The last words I heard from the pilot before his impact were "Oh Go"

We continued on our downwind leg and exited the pattern to the south relaying a mayday call for the bannar pilot on 121.5 as we went. I have included a diagram with this memo.

Sincerely,

Simon L. Gretsch

- in process of switching over because of move.
Aviation Salety & Security Dept. ELAG.

(Ref # for Internal Use Only)

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Please complete the following question	ns if you feel they are appropriate to your event
(21) What went wrong? Why?	
Sounds like	e a type of structural damage
to the control inp	e a type of structural damage ut or the Ailerans
(22) What went right? Why?	
	· · · · · · · · · · · · · · · · · · ·
(23) What was learned? (Describe)	
·	
life is very frasil	
•	•
(24) What would you do differently faced with thi	s or o similar side of a
y miles coury raceu With the	on a summar situation sasin.
(25) What needs to be addressed to re-	currence of this situation and improve safety at ERAU?
- 3007 3 747 7411113, 1037	listen.
26) Near Midair Collision (NMAC)/Air Traffic C	listen.
26) Near Midair Collision (NMAC)/Air Traffic C	listen.
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(26) Near Midair Collision (NMAC)/Air Traffic	Someone declares Emergency, listen. Control (ATC) Incident he left and in elevation on the right, assuming YOU are at View from behind (vertical plane:
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after That we lanked on Funway 06, cleared The Funway and stopped to shotown
The appliance on The Taxinvay To see what happened. The emergency vehicles shared
up about the minutes after The crash. we had Just landed after The first
Truck showed up:

James S. Moffitt

Appass

ID #

TD#
Home #
Call #

Daytona beach FL.

32114

-> his banner, and then climbed back out to enter the Pattern. we were on the upwind at 500 feet when we heard them declare an "Emergency" I I could tell by the voice that something was terribly wrong. The Pilot keyed the Mic. again and said we've lost our Aileron, we have no control of our Aileron. The said he was going to try and make the field. The Mic was Keyed again and panic was in their voices saying oh shit, oh God this is soing to hout, this is going to be a hard landing! Then silence. I then called DAB approach on 125.8 and told them that there had been a crash at Flasler and to send Emergency personel to Flagler. As we came in on fihol we could see the wreckage in the trees between runway 6 and 11. We landed and shut the A/c

Mary Careto

Flagler County Sheriff's Office

VOLUNTARY STATEMENT

(NOT UNDER ARREST)

Case # $\frac{(7(7-0))}{2}$

I, Renny Cichella, am not under arrest for, nor am I being detained for any
criminal offenses concerning the events I am about to make known to North Munzito
Without being accused of or questioned about any criminal offenses regarding the facts I am about to state, I volunteer
the following information of my own free will, for whatever purposes it may serve.
tam 20 years of age, and I live at
Jonathan and my when picking up the barner that the downed
aircraft tust deployed and, I diding have contact with the
afreraft, all of a sudden foundhan called my attention and
I watched the aircraft rater an excessing bank angle and
go into the ground. We then entered my rechel and
went to the scene, upon arriving three we was by Foot to the
Wrickage and we looked inside the assign of and called these
attention to sec if we could get a responser and are distinf get
anything. The parametics and Fre dept arrived about 5 mgs after.
Cell #
have read each page of this statement consisting of page(s), each page of which bears my signature, and
corrections, if any, bear my initials, and I certify that the facts contained herein are true and correct.
detel
Dated at
VITNESS:
VITNESS: 61-18
Signature of person giving voluntary statement

Flagler County Sheriff's Office

VOLUNTARY STATEMENT

(NOT UNDER ARREST)

Case # $\frac{6767-01}{2}$

1, Jonathan Diedrick, am not under arrest for, nor am I being detained for any
criminal offenses concerning the events I am about to make known to
Without being accused of or questioned about any criminal offenses regarding the facts I am about to state, I volunteer
the following information of my own free will, for whatever purposes it may serve.
1 am 21 years of age, and I live at Palm Coast, FL 32137
Renny Cichella and I were at the midfield of the airport.
The girplane (N75908) came in for the banner drop with no arelian
The airplane (N75908) came in for the banner trop with no problem dropped the banner, and climbed and turned crosswind. After the turn
crosswind, I stopped watching the aircraft so we could take core of
some ground work. I then looked back up at the aircraft and
saw it in a bank which increased to about 80-85, and the aircraft
then nosed down into the ground. Renny and I drove over to
the scene and were the first ones out to the gircraft, which
was badly damaged. We tried to talk to the passengers, Bring &
Jason, but got no response. I looked up into the cabin and saw
one of the passenger's head moving, but was not sure if he was
alive or not. We had no way to get the passenger's free, and the
police and fire dept. showed up a faw minutes later.
cell #
Haye
have read each page of this statement consisting of page(s), each page of which bears my signature, and
corrections, if any, bear my initials, and I certify that the facts contained herein are true and correct.
Dated at FURIFIC COUNTY ACROST , this 6 day of March 20 02.
WITNESS: VI TUATED TO THE PARTY OF THE PARTY
WITNESS:
C 1012-P Signature of person giving voluntary statement